

*East of Scotland Strut of the Light Aircraft Association
September 2023 Newsletter*



Photo Colin Lourie

Chairman's bit

Justin is temporarily indisposed but I have left his piece untouched as everything will doubtless be covered in the meeting after next. Andrew.

Hi All,

We are now looking for some good talks for our first Monday in the month meetings. How about an illustrated short talk on the machinations of getting your new Permit? Judging by Tim Rayner's heads up there are many more hoops to jump through now. Also let's have a talk on one of your epic trips.

I have been given airspace infringement information by the LAIT (Local Airspace Infringement Team) which we can discuss at the next meeting. I am hoping to get some feedback from you on this to report to the Team.

Iain Sweetman is looking for volunteers to help with Aviation Youth Education. This is the push to feed younger people into our sport. Our demographic is a tad on the old side!!

Here's hoping for an Indian Summer. Fly safe. Justin.

Cover photo

The Red Arrows fly over the Castle during Edinburgh Festival's Military Tattoo. Thanks to Colin Lourie for this.

Iain Gibson

You doubtless all know by now that our long time Strut Co-ordinator Iain Gibson died when heading towards Oshkosh this summer. There is an appreciation of Iain on the next page.

As so often happens with modest and self-effacing people he turns out to have had a wider ranging history and list of friendships than any one person might have known. His two younger brothers, Donald and Alistair, were planning a small family farewell when his ashes were returned from America but have been surprised by the range and number of Iain's friends who have been saddened by his departure.

So something more in the line of a Memorial Service may develop. Feel free to let me know if you want to attend this, should it happen, and I will add you to the Strut members for this mailing.

andrewj.macleod46@gmail.com

One final bit of book-keeping. Iain kept the Strut's large tent that we used at our Fly-ins in his garage. We need to retrieve and store this. How and where will be discussed at the next meeting, but can you help?



The next meeting is on...

Monday 4th September
at the Harrow Hotel
Eskbank Road, Dalkeith
at 8.00pm

Nothing planned yet



About the Light Aircraft Association:
<https://www.lightaircraftassociation.co.uk>

With a history extending over 70 years, the UK Light Aircraft Association promotes safe and economical operation of sports and recreational aircraft. Representing the aviation interests of around 8,000 recreational pilots, amateur-builders and enthusiast members, the LAA oversees the operation of more than 2,500 light aircraft and the build of another 1,700, whilst providing sector-leading consultation and advocacy in aviation-related regulatory matters both in UK and Europe.

This newsletter can also be viewed on
the Strut website:
eos-strut.org

Iain Gibson



Photo Cliff Sime

You will have learned from my earlier mailing this month the very sad news that Iain Gibson died on his way to Oshkosh.

Iain was smitten by aircraft and aviation almost as soon as he could walk. While his two younger brothers, Donald and Alistair, would be out playing Iain preferred his aircraft magazines and books. From his early teens he would cycle from the Royal High School out to Turnhouse airport most afternoons, then after his tea he would be back with his books or down to the cellar printing off the Scottish Air News newsletter, cranking the handle of the rotary press. Iain's special interest at the time was business jets.

Work came along and he had a happy and productive time with Hertz in Edinburgh, then at Marble Arch when he lived in London for many years. Iain was known to stay on after hours to help those in trouble. One time when in London, he heard from a customer, lost and stranded in the dark in the middle of the Highlands, and much to the customers' surprise Iain figured out exactly where he was, guided him to a nearby hotel and arranged a recovery. All for no reward but because he was a decent guy.

He travelled widely in Europe. Sometimes with Hertz, (he told me once of a special delivery to Paris with many incidents on the way), but also with friends. In 1975 Iain and three other enthusiasts set off on a two week, 3,500 mile 'Spotting' tour of the continent in a Hillman Avenger (five countries culminating in the Paris Airshow) and camping all the way. This may or may not have been the time one of the group had a telescope under his jacket which the local gendarmerie thought was a gun, and they were not amused.

Flying was still his thing though and while living down south he gained his PPL in three weeks in the 1990s, in Jersey, followed by a tailwheel conversion course. For several years he flew a Druine Condor and Alistair Ness believes he brought it up to Strathallan one year. Cliff Sime who took the photo on the previous page knew Iain for 40 years and talks about flights with him in Scotland and, remarkably, Phoenix Arizona. His brother Donald said that while Iain's driving did not inspire confidence, he was always comfortable flying with him but he recalled one time when they were heading to Prestwick and were warned of a dangerous squall approaching and told to land asap. Iain managed a 45 degree crosswind landing comfortably but Donald still needed a stiff drink after that!

Come his mid 50s and Iain was back in Edinburgh where he took up a share in Jodel G-BKCW but when Charlie Whisky had a heavy landing it needed expensive repairs. He had a secure job at the time but the company was forced to slim down and Iain was made redundant. It's a bad age to be unemployed and a disappointing few years lay ahead. With a reduced income his share in the Jodel had to go and his PPL lapsed. However, he still visited airfields with his many friends and was able to add to his huge catalogue of aircraft photos.

He beavered away heroically as East of Scotland Strut Co-ordinator and was usually first to set up and last to leave whenever we had our Fly-Ins. In 2017 the Royal Aero Club awarded Iain its Certificate of Appreciation in recognition of his outstanding efforts.

His ashes have yet to be returned to Scotland but when they are, brothers Donald and Alistair will decide on where and when a Memorial Service will take place. Iain's many friends will then be able to wish him a fond farewell. *Andrew.*

LAA Grass Roots Rally

Keith Griggs was there

On thursday 17th August I was to fly down to the LAA Rally at Popham. I left home early enough to preflight and then fly down to Sywell for an overnight prior to continuing on to Popham for my Slot 14, 11:00-11:30 on Friday 18th August. Arriving at the airfield with my back to the hangar I could not see Traprain Law let alone the Lammermuir Hills. A quick decision made, I was not going to fly down. Back into the car I set off down the A1, checking the weather on the way down.

It was clear a mile or so out to sea, but not inland. Cloud was below 1000 feet and less in places until I reached Durham. I decided to make use of the overnight stop at Sywell and arrived there at 15:50. On the way down I stopped at the Leeming services where they have a polished Red Arrow.



With a beer I sat in the front garden watching what was going on. Over by the Warbird hangar were two Spitfires, a P51 Mustang and an Me109. On my return journey on Sunday 20th I also stopped by Sywell, watching two of their Tiger Moths doing pleasure flights.

Sywell have restricted the use of the main hard runway which I was informed is rented out for alternative use. Sunday the hotel restaurant is closed in the evening and they had not had their delivery of snacks so after two or so pints I opted not to do the 1½ mile walk to the local pub.

Friday morning I made my way down to Popham. 100 miles and heavy rain. At one point I was down to 40 mph and just able to see in front of my bonnet with cars passing me doing in excess of 70.

I arrived at Popham and met up with Tim Rayner, who was on holiday in the area in his Mobile Home. Once I managed to persuade the Event staff to give me a three day pass in place of my Air arrival, Tim and I went up to the Exhibition area in one of the site buggies and after a muddy hill climb we were dropped off at the top.



There were the usual retailers and speakers tents. Sky Demon provided us with some additional useful information when doing local flights when you don't put in a track; doing this enables Sky Demon to provide warnings in the chosen area of flight.

Friday morning and I counted five aircraft in the parking area. There were arrivals over the weekend but as the weather was poor to the north I would suggest the majority would have been local or South England.



I am not aware of any aircraft making it down from Scotland, though I have not seen an arrivals list for the weekend. I do know that all the aircraft I normally see from Scotland were not in attendance.

I returned home on the Monday, a six hour drive from Sywell. Disappointed, but I went.

I missed seeing Iain Gibson at the Rally, no doubt he will be listing the Angels' reg numbers. RIP Iain.

Keith goes to the Montrose Rally, then welcomes some visitors

Sunday 27th August I departed East Fortune East at 09:15 and arrived Montrose 45 minutes later. With a varied cloud base I was barely able to go above 1500 but visibility was good below the cloud and I was able to get around the showers.

Only a few aircraft managed to make it in along with six gyros. I only stayed long enough to say hello. Looking at the changeable weather I departed for East Fortune East dodging showers to Dundee and again after the Tay around Cupar, then on toward Kirkcaldy when I saw a clear route back to North Berwick.

Crossing the coast at N B I headed to East Fortune. Seeing a shower to the south of the field I decided to go right hand for 24. All was ok until I reached the threshold of 24 when the shower came in, landing safely in near zero visibility and the pitot now blocked with rain. Rain stopped two minutes after getting KH back into the hangar.

I did carry extra fuel, it may have been better to fly around the showers until it was clear. I could have done weather diversions to Fife or Kingsmuir. You have to ask yourself, press on or take cover until the weather improves? You can only make these decisions before flying; wishing you were flying and being on the ground or flying wishing you were on the ground. I felt the showers were few enough and far enough apart. Should I have diverted and waited for the weather to improve? It may not have been a safe decision to land if it had been an airfield I did not know.



17 Aircraft from Switzerland and members of AOPA flew into Perth on Monday for a week touring Scotland. We all know what the weather in Scotland can be like, so I offered the use of East Fortune East and organised entry into the Museum of Flight as an alternative destination in the event of bad weather.

This morning, Tuesday, I received a call. Only one aircraft managed the flight from Perth to East Fortune East via touch-and-goes at Balado and Fife. The rest came down to the Museum by coach and we all met up in the Aviator Café before making our way around the Museum. One of the visitors works in an aviation museum in Switzerland explaining that they were only permitted to exhibit aircraft built or operated in Switzerland. The Group are here until Saturday 2nd September. *Keith Griggs*



Clouds!

Two more photos from John Whitfield. This page shows the coast from East Wemyss to Kirkcaldy, and on the next page some fine orographic clouds are forming on Bishop Hill to the north.

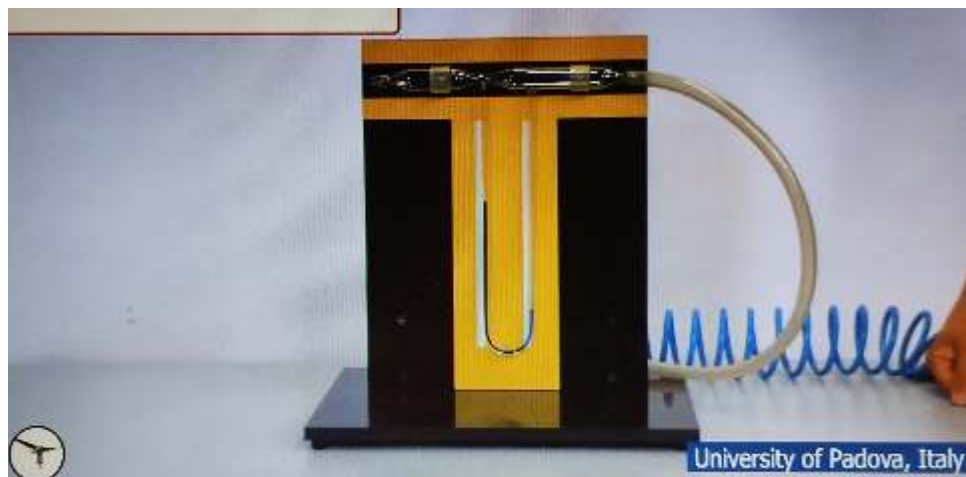




Bernoulli's Principle

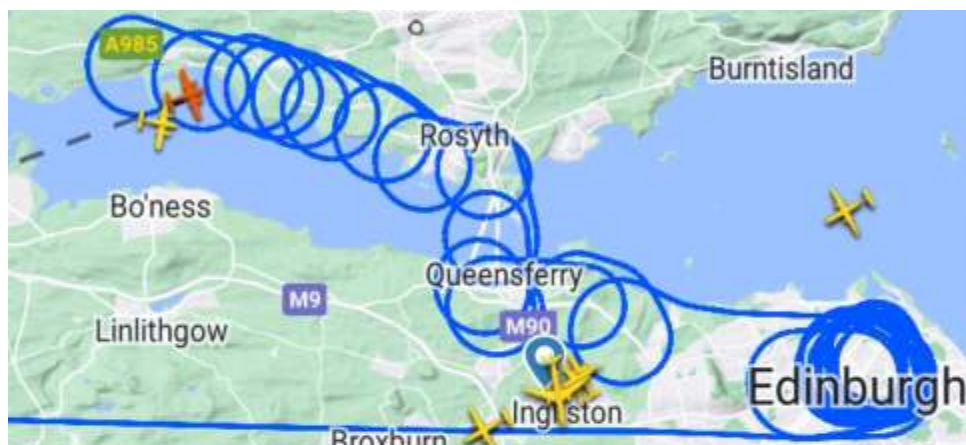
Why are so many pilots wrong about Bernoulli's Principle? John Whitfield found these two links interesting.

<https://www.youtube.com/watch?v=uyRx25MSWng>
<https://www.youtube.com/watch?v=d4w1Iy4vVMg>



World cycling championships

Most boring job of the day? Colin Lourie spotted the routes of the aircraft tracking the UCI World Cycling Championships Edinburgh - Glasgow cycle race on Sunday 6 August.



Photographic exhibition

Joseph Robertson was doing a photography degree in Wales and chose to make a summer with East of Scotland Microlights the subject of his final piece of work.

He is putting on an exhibition in September from 26th to 30th of his photographs in West Barns Arts, Old School School Brae, Dunbar EH42 1UD

westbarnsarts.co.uk

PHOTOGRAPHY EXHIBITION



DOWNWIND 29

Downwind 29 is a photographic series based around East of Scotland Microlights. The project aims to capture the thrill and enjoyment this community of people get from flying, as well as to show the parts of the hobby that are often overlooked, such as the pre-flight checks, learner flyers, maintenance of the airfield and aircraft and the cup of tea at the end of a flight.

The Exhibition will be open from 11am - 5pm

WEST BARNES ART

26 - 30

SEPTEMBER

2023

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